TRAFFIC COMMISSION REPORT
August 26, 2010

Item VB

NON EMERGENCY MEDICAL TRANSPORTATION

ISSUE:

The Traffic Commission has discussed non-emergency medical transportation at previous meetings. The last discussion was in October 2009. The Burbank Municipal Code (3-4-1302) requires that non-emergency service providers have a Certificate of public Convenience and Necessity issued by the Traffic Commission.

BACKGROUND:

Traffic Commission requested that this item be included on the August agenda.

DISCUSSION:

The City Attorney is currently developing a proposed Ordinance for the regulation and control of non-emergency medical services. That document is currently being finalized by the City Attorney, and it should be complete by next meeting. Staff has not had an opportunity to evaluate the document to provide the Commission with pertinent information.

CONCLUSIONS:

.
A discussion of the ambulance regulations would be premature at this time.

RECOMMENDATIONS:

Staff requests postponement of this item until next meeting.

ATTACHMENTS/REFERENCES:

Reference 1: BMC Section 3-4-1302
http://www.ci.burbank.ca.us/Modules/ShowDocument.aspx?documentid=1891

TRAFFIC COMMISSION REPORT
August 26, 2010

Item VC

SCREENLAND SIDEWALK CONSTRUCTION

ISSUE:

In Fiscal Year 2006-07, staff submitted a Safe Routes to School application for Federal Cycle 1 that included various travel improvements along the Glenoaks Boulevard and Hollywood Way corridors to improve the safety of children walking and bicycling to and from school. Those improvements included new sidewalk along Screenland Drive between Victory Boulevard and Jeffries Avenue. The grant application was approved and will fund 100 percent of the project to a maximum amount of $887,600.

Several residents on Screenland Drive believe the proposed sidewalk is unnecessary and are opposed to its construction. These residents requested a chance to be heard before the Traffic Commission to air their concerns and issues. This report discusses the grant award and its implications to the Screenland Drive neighborhood.

BACKGROUND:

The Safe Routes to School Grant program is designed to improve and enhance the safety of school children walking or bicycling to and from school. The program provides funds to enhance walking routes or bicycle facilities and related infrastructure on identified school pedestrian travel routes. Caltrans has historically funded the program using both federal and state monies. This grant request is funded with Federal funds, and it is funded to 100 percent of the project costs.

When sidewalk construction is involved in a grant application, staff polls the neighborhood to see if sidewalk is acceptable to residents. In this instance, the sidewalk construction included both the 1800 and the 1900 blocks of Screenland Drive; however, because of an oversight, residents on the 1900 block were not originally notified. The 1800 block, surveyed back in November 2006, showed 50 percent acceptance. The 1900 block residents were recently surveyed in July 2010 for their input. Four homeowners were in favor of the sidewalk, 11 were against, and 5 did not respond. The results of the surveys are shown in Attachment 1 and summarized here:

Screenland Sidewalk	1800 Block + 3700 Victory	1900 Block	TOTAL
In favor	8	4	12
Against	8	11	19
Number Responding	16	15	31
Number Surveyed	25	20	45
Yes - Percent of Responses	47%	27%	39%
Yes - Percent of Total Surveyed	29%	20%	27%
Percent Not Responding	38%	25%	31%

All but two streets in the Screenland Drive area have sidewalks (Screenland Drive and Kenwood Street). These two street segments between Victory Boulevard and Jeffries Street are the only two streets segments in the neighborhood without sidewalk. Screenland Drive was selected for grant funded sidewalk since it connects directly to the front entrance to Luther Burbank Middle School and it is on the suggested walking route to Bret Harte Elementary School. Sidewalk on Hollywood Way between Victory Boulevard and Jeffries Street was also approved for sidewalk with the grant. Sidewalks on these streets fill significant gaps in the school area pedestrian facilities.

The Grant Program - The city applied for the Federal Cycle 1 Safe Routes to School Grant in September 2006 and the grant was approved for funding. This grant provides student travel enhancements on two major corridors that involve seven elementary schools and two middle schools. The enhancements include pedestrian countdown signal heads, bicycle detection, sidewalk on Hollywood Way and on Screenland Drive and sidewalk bulb-outs at Luther Burbank Middle School. The total requested project amount is $887,600, with $30,000 for preliminary engineering and $857,600 for construction.

The total Safe Routes to School project is illustrated in Attachment 2. The program includes sidewalk along Hollywood Way and Screenland Drive, sidewalk curb extensions for Bret Harte, Luther Burbank and John Muir schools, and pedestrian countdown signals and bicycle detection at major intersections on Hollywood Way and Glenoaks Boulevard.

Neighborhood Concerns – Staff met with some members of the 100 block of Screenland Drive on June 23, 2010 to discuss the sidewalk. Residents from about 10 addresses were present, as were Councilmen Bric and Gordon. These residents present did not want sidewalk constructed in their area. Staff collected concerns and comments from the residents, and they included the following:

- Sidewalk will destroy landscaping
- Excessive traffic from parents serving student passengers
- Sidewalks are not safer than walking in street

- Sidewalks will attract more foot traffic which will result in trash
- Do not want to give up lawn area
- Children are bothersome
- Sidewalks are not needed because parents won't let kids walk
- Cannot park vehicles in tandem in driveway with sidewalk
- Would rather have kids walk on grass
- No kids living in area that need sidewalk
- Residents petitioned 40 years ago for sidewalk but now not needed
- Sidewalk will destroy trees and sprinkler systems

Staff agreed to present the issues to the Traffic Commission for review and comment.

DISCUSSION:

The issues related to installation of sidewalk on neighborhood public streets involve many different aspects of the Burbank environment. The following are some considerations in the sidewalk installation.

City Goals - Traffic system efficiency and safety has long been an important goal of the City Council. Transportation and traffic as well as improving infrastructure are two of the top five goals of City Council in 2010. The city's General Plan emphasizes walkability throughout the community, particularly near schools, and Public Works has a policy of installing sidewalk along all neighborhood streets as funding becomes available. Virtually all the neighborhoods in Burbank have pedestrian amenities. These two streets near Luther Burbank Middle School are among the few streets in the city without sidewalk.

The Safe Routes to School Program - Burbank has participated in the Safe Routes to school program since 2003 with the second cycle of the program. We have been very successful in getting grants that fund 100 percent of the proposed improvements. We have received grants in excess of $5 million to fund infrastructure, operations and education. The goal of the Safe Route to School program is summarized in the following excerpt from the Caltrans website:

> Thirty years ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to or from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self reliant, independent adults.
>
> Safe Routes to School Programs are intended to reverse these trends by funding projects that improve safety and efforts that promote walking and bicycling within a collaborative community framework. It is through local champions working with a coalition of parents, schools, professionals in transportation, engineering, health, and law enforcement, that the most sustainable projects are expected to emerge.

This Safe Routes to School project includes about $125,000 for the installation of sidewalk on Screenland Drive. These funds cannot be used at any other location in the city and will be forfeited if Screenland Drive sidewalk is not constructed. Caltrans, the monitoring agency, indicated that the sidewalk could be eliminated from this grant without penalty, but future grant applications might be impacted.

This grant focused improvements on two major corridors, Hollywood Way and Glenoaks Boulevard. The proposed improvements affect nine schools along these corridors and improve the safety of walking and bicycling to schools. Screenland Drive was selected for sidewalk because it directly connects Victory Boulevard to the front of Luther Burbank Middle School and it is on the preferred walking path to Bret Harte Elementary School (Attachment 3). Screenland Drive has less traffic than Hollywood Way and there is a school crossing guard at Hollywood Way and Jefferies Street. We also plan to install curb extensions on Screenland Drive at Luther Burbank Middle School.

Street Right-of-Way – Screenland Drive has a 60 foot right-of-way and the street section is 36 feet wide. Therefore, each parkway is 12 feet wide. The 12 foot wide parkway allows a 5 foot wide sidewalk to be constructed to minimize demolition of trees or other parkway foliage. The sidewalk can meander within the city parkway to generally miss any substantial growth in the city right-of-way. Meandering sidewalk was successfully installed on the north side of Winona Avenue between Glenoaks Boulevard and Lincoln Street with a previous Safe Routes to School grant. Screenland Drive has very few obstructions to the installation of sidewalk on either side of the street.

Neighborhood Concerns - The concerns voiced in written and verbal comments are the opinion of residents but they do not consider the changing environment of alternative modes of travel. Once, the Screenland Drive neighborhood had children that walked to school according to one long time resident, and since the sidewalk will last 50 years, children will likely again be present to use the pedestrian facilities. Sidewalk is always beneficial to the neighborhood, and almost all neighborhoods have sidewalk for that reason. The construction of the sidewalk will consider existing foliage, sprinkler systems and other features in the city parkway. The bid specifications will include remedies for any disturbance. Finally, tandem parking that extends into the city parkway is illegal with or without a sidewalk (see Reference 1).

CONCLUSIONS:

Staff believes that significant benefits will be achieved with the installation of sidewalk, and the pedestrian facilities will promote walking for the good of the neighborhood and community. The sidewalk will be installed with minimum disruption to existing foliage and infrastructure. The sidewalk is fully funded by the Safe Routes to School grant, and it is unlikely that the sidewalk will be funded in any other fashion. The sidewalk on Screenland Drive will continue and complement the existing sidewalk infrastructure in the entire neighborhood.

RECOMMENDATIONS:

Staff recommends that the Traffic Commission approve the construction of sidewalk on Screenland Drive.

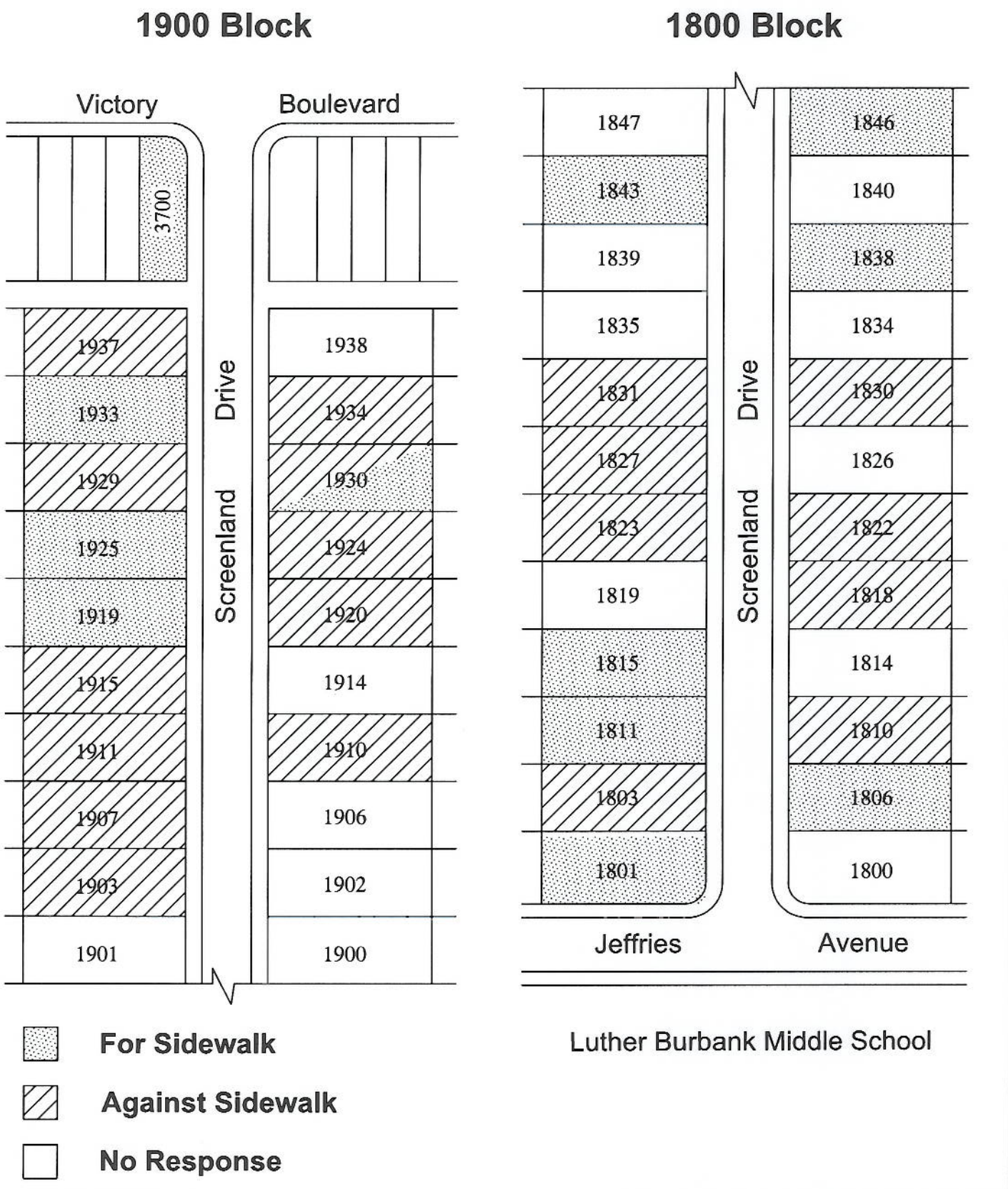
ATTACHMENTS/REFERENCES:

Attachment 1 – Map of survey results

Attachment 2 – Safe Routes to School grant overview map

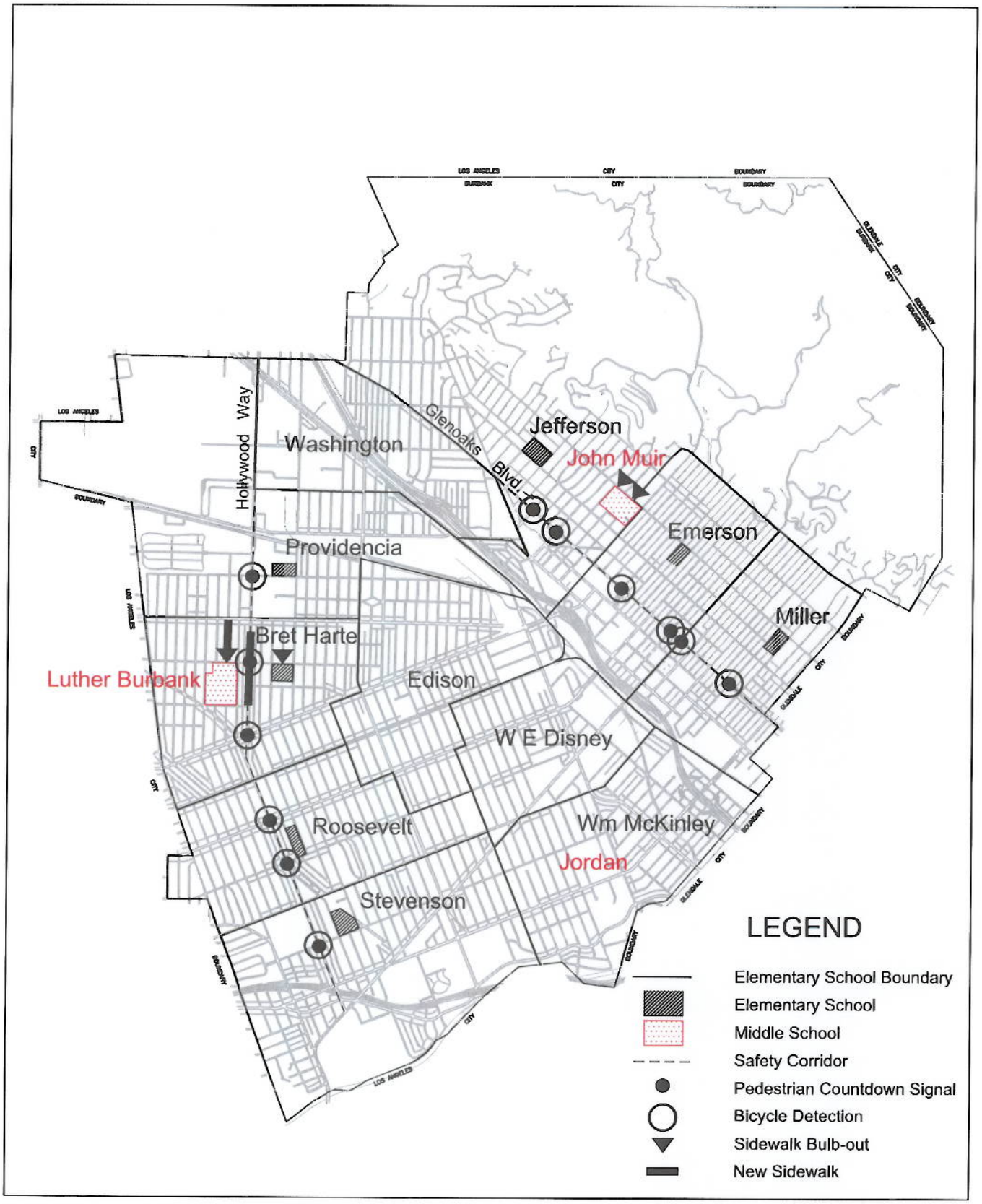
Attachment 3 – Area map surrounding Luther Burbank Middle School and Bret Harte Elementary School

Reference 1 --BMC 6-1-1038
http://www.ci.burbank.ca.us/Modules/ShowDocument.aspx?documentid=1888



Attachment 1

Responses to Installation of Sidewalk



Attachment 2

Safe Routes to School Grant

Proposed School Safety Enhancements

Grant.dwg

Attachment 3

Bret Harte and Burbank Schools

TRAFFIC COMMISSION REPORT
August 26, 2010

Item VD

DOWNTOWN VALET PARKING

ISSUE:

A merchant in downtown Burbank has requested to install a valet parking zone in the 200 block of San Fernando Boulevard (between Palm Court and Orange Grove Avenue). This street has traditionally not been used for valet parking because of the loss of visitor parking and because of the difficulty in maneuvering into and out of a space.

BACKGROUND:

The downtown area along San Fernando Boulevard (shown in Attachment 1) is very heavily parked during most of the day. Prior to 2006, valet parking locations were regulated using street use permits. However, this mechanism was very cumbersome and it did not provide all management needs for a valet system. In 2006, City Council approved an ordinance to regulate valet parking. The regulations are included in Article 29 of Section 6 of the Burbank Municipal Code. Sections of the code related to valet location are shown in Reference 1.

When potential valet parking locations were originally determined, curb sites were investigated and determined based on proximity to businesses, ease of use, and current utilization. Locations were selected as shown in Attachment 2. Locations were not selected on San Fernando Boulevard because of the heavy parking use of the spaces and the difficulty in parking and de-parking of the spaces during heavy travel times. Staff felt the delay to travelers from the valet operations would be excessive.

DISCUSSION:

Staff has issues with a proposed valet parking system on San Fernando Boulevard for several reasons:

First, valet parking systems have not been successful in downtown Burbank. At least four operators have been established in the downtown area and all have failed because they suffer from lack of patronage. No valet systems currently operate in the downtown area (although a valet operation is being discussed for a new use on First Street). Available parking in Burbank is too plentiful to offer a successful environment for valet parking systems.

Second, San Fernando Boulevard is the focus of activities in downtown Burbank. Pedestrians crossing at mid-block and parking/de-parking operations on the street cause considerable traffic congestion currently. The addition of valet parking on San

Fernando Boulevard would significantly increase congestion levels in the block where the valet system operated.

Third, the parking spaces on San Fernando Boulevard are the most heavily used parking in the downtown area. It is very difficult to justify eliminating area-wide customer parking for the patrons of one use. The angled parking would likely have to be modified for the valet system to enable more efficient operation of the parking which would eliminate a number of parking spaces.

Fourth, the potential valet parking locations shown in Attachment 2 are very close to the business on San Fernando Boulevard and can easily be converted to valet parking with minimal loss of parking spaces.

CONCLUSIONS:

A valet parking system on San Fernando Boulevard is not feasible and is not conducive to the wise use of parking spaces in the downtown area.

RECOMMENDATIONS:

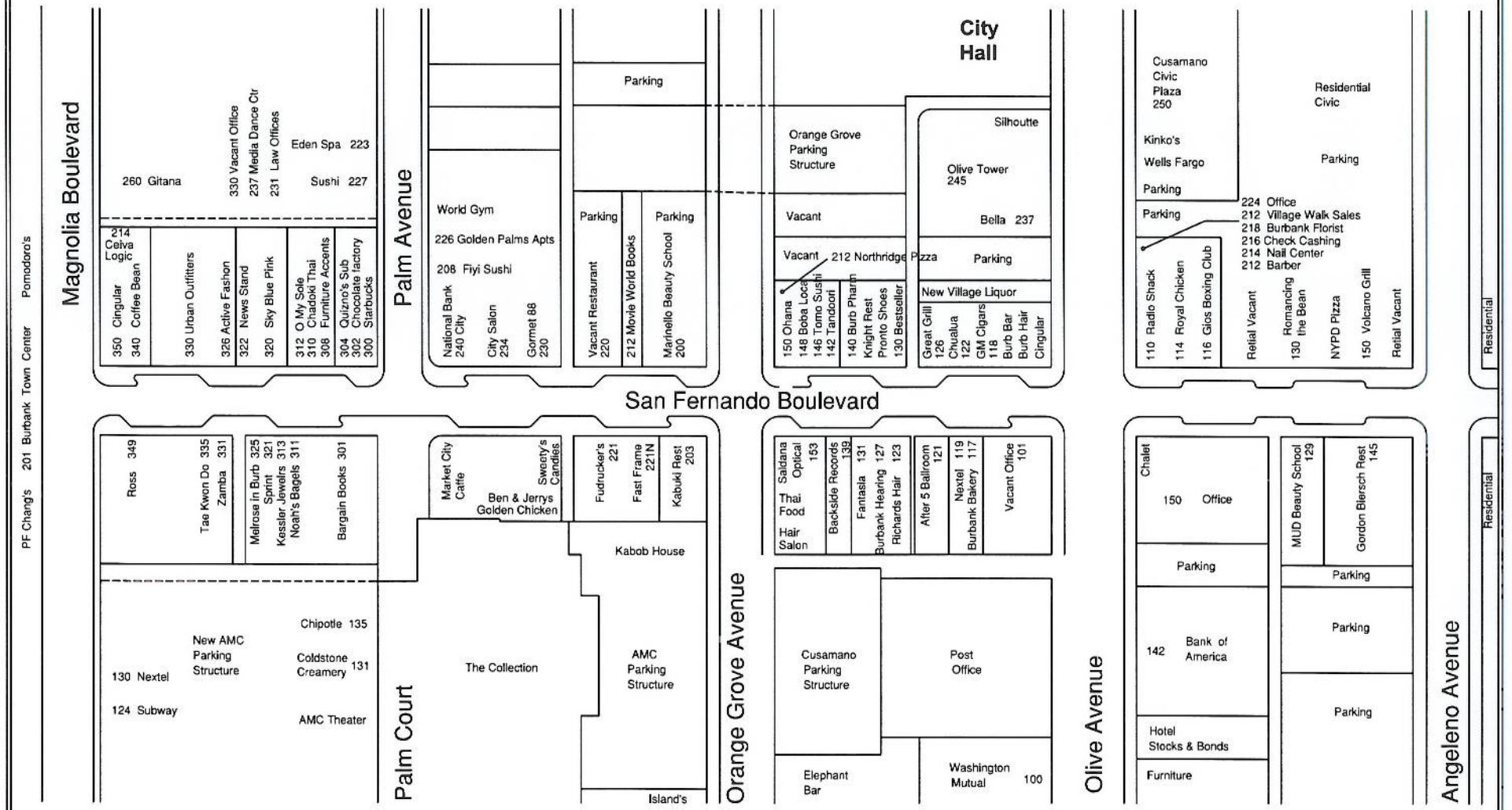
Receive and File

ATTACHMENTS/REFERENCES:

Attachment 1: Map of Downtown Businesses

Attachment 2: Potential Valet Service Areas map

Reference 1: BMC Sections 6-1-1202.1 and 6-1-2908
http://www.ci.burbank.ca.us/Modules/ShowDocument.aspx?documentid=1888



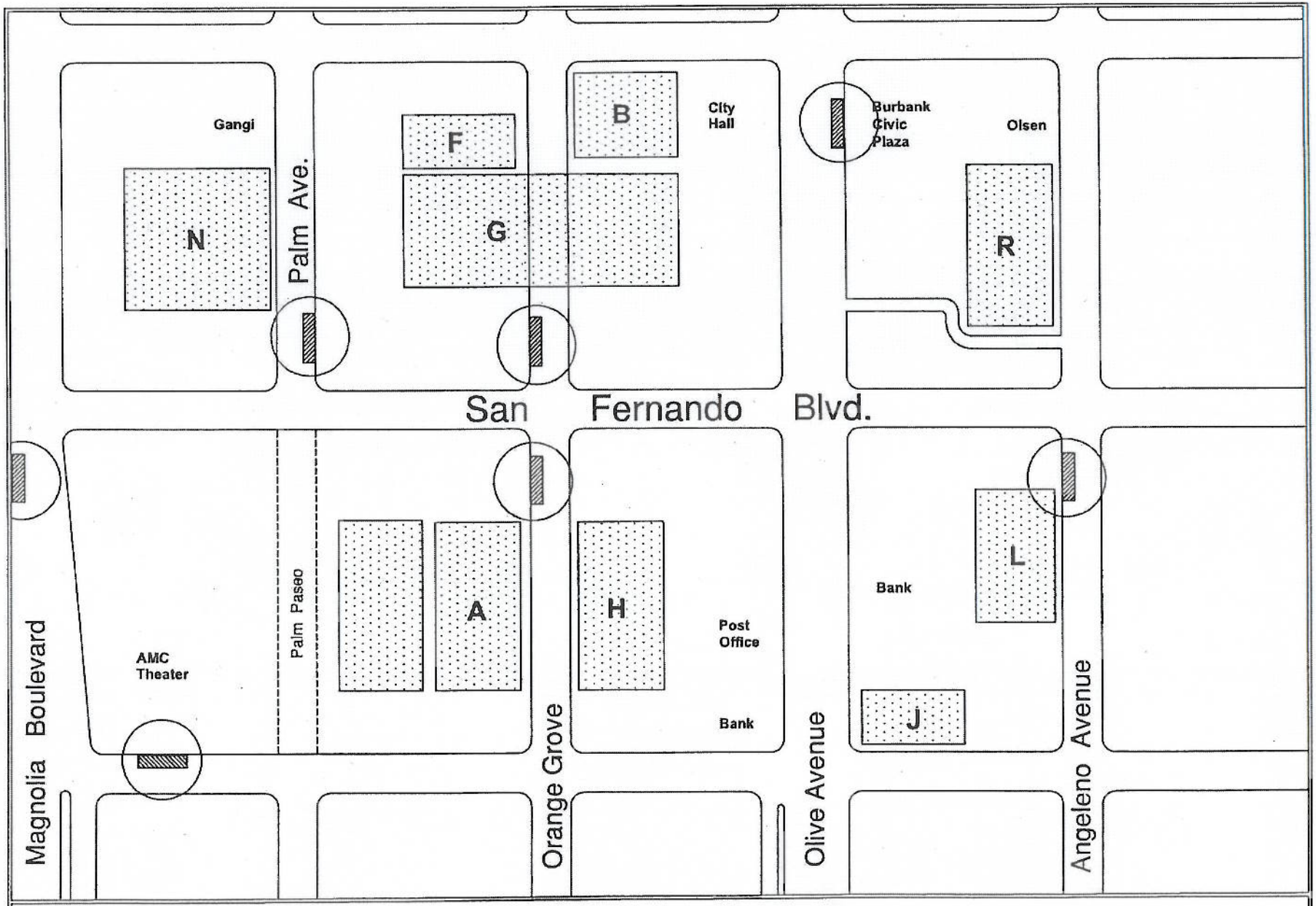
Scale:

0 100 200

Attachment 1

THE VILLAGE DISTRICT

Downtown Burbank Parking



POTENTIAL VALET SERVICE AREAS

TRAFFIC COMMISSION REPORT
August 26, 2010

Item VE

LNCV IMPLEMENTATION PROGRESS

ISSUE:

Traffic Commission is interested in the schedule of implementation for the LNCV enforcement.

BACKGROUND:

City Council adopted an ordinance to implement an RV permit parking program which took effect on June 22, 2010. The enforcement of the ordinance has been delayed awaiting the implementation of a software program called Epals.

DISCUSSION:

The initial meeting with the Epals developer was held on August 17, 2010. Staff will give a verbal summary of that meeting.

CONCLUSIONS:

Epals is currently being implemented.

RECOMMENDATIONS:

Receive and File.

TRAFFIC COMMISSION REPORT
August 26, 2010

Item VF

TIMELINE FOR TRAFFIC PROJECTS

ISSUE:

The Traffic Commission requested a timeline for the projects discussed at the July meeting.

BACKGROUND:

Staff listed a total of 15 projects that Traffic Engineering has underway or scheduled for the near future. Most of these projects will be undertaken in the next 18 months.

DISCUSSION:

The timelines for the various projects are as follows:

PROJECT	SPONSOR	TIMELINE/STATUS
LED Signal Lamp Replacement	City	Project is currently underway and most of the traffic and pedestrian signals will be replaced by December 2010.
Railroad Grade Crossing Pre-signals	Federal	This project on Buena Vista Street at Winona Avenue will begin in September 2010 and the work is scheduled to be complete by February 2011. The project must be completed prior to the beginning of the I-5 widening, programmed for spring 2012.
Sign Replacement	City	This is an ongoing project.
Safe Routes to School Cycles 1 & 7	State/Federal	A portion of this project has been completed (installation of pedestrian countdown traffic signals). The remainder of the project is in design and it should be under construction by December 2010 and completed by April 2011.
Magnolia Boulevard Signal Interconnect	Federal	This project was completed in August 2010.
Traffic Signal System Upgrade	City	This is an ongoing project, and the replacement for FY 2010 will be complete by December 2010.
Traffic Signal Reconstruction	State	Funding for the construction of two traffic signals was just approved by Caltrans. Authorization to design the signals is expected in October 2010, Construction should begin in January 2011, and the project should be complete by May 2011.
Buena Vista / Alameda Intersection	City	This project is currently underway and will be complete by December 2010.
I-5 / SR-134 Congestion Management Project	Metro	Design of this project is complete. Authorization to construct from METRO is expected by October 2010, and construction should begin by February 2011. The project should be complete by June 2011.

Buena Vista Street / Riverside Drive Signal Improvements	City	The design is complete. Caltrans approval is planned by December 2010, and construction should begin by April 2011. The project should be complete by August 2011.
Downtown SMART Sign Project	City	The project is 90 percent complete. Signs should be erected within a month and the project should be fully operational by December 2010.
Downtown WiFi Network	City	Equipment has been ordered and installation should begin in September. Configuration should be complete by November 2010.
Glenoaks Boulevard / San Fernando Boulevard Signal Upgrades	State	Funding has been approved by METRO for a project in FY 2011-12. The project should be complete by mid 2011.
Street System Travel Time	City	Equipment is planned for installation on Hollywood Way, Buena Vista Street, Alameda Avenue, and Glenoaks Boulevard. The devices are programmed with several construction projects. Hollywood Way is partially completed. Buena Vista Street will be completed by December 2010. Glenoaks Boulevard and Alameda Avenue will be complete in 2011.
IP Addressing	City	About 20 percent of the field devices are equipped with digital modems. The remainder of the work will require about $150,000 to complete. Funds are currently not available, but staff is investigating grant sources for the funding. Completion date is uncertain.

CONCLUSIONS:

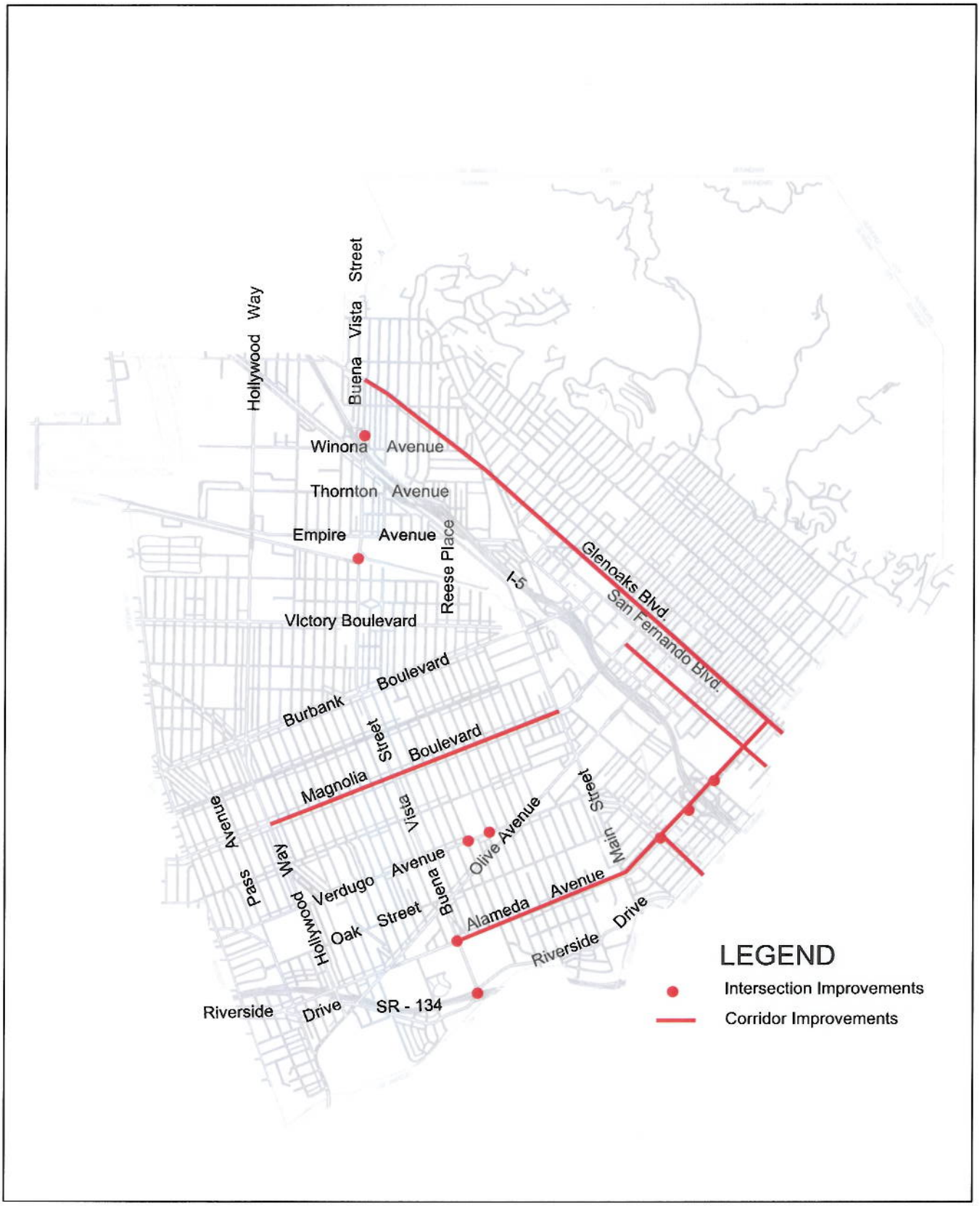
The above wide range of projects will be fully completed by 2012.

RECOMMENDATIONS:

Receive and File

ATTACHMENTS:

Attachment 1: Projects Map



Location of Projects

ARRAII.dwg

K: Traffic/ARRAII/ARRA2

TRAFFIC COMMISSION REPORT
August 26, 2010

Item VG

DISCUSSION OF CURB EXTENSIONS

ISSUE:

Traffic Commission requested a discussion of sidewalk bulb-outs. The item was initially discussed in July and the traffic Commission requested that it be discussed in August.

BACKGROUND

Burbank is designing and installing sidewalk bulb-outs at schools through several Safe Routes to School (SR2S) grants. The proposed bulb-outs are located at:

- California Street (Bret Harte School)
- Screenland Drive (Luther Burbank School)
- Delaware Road (John Muir School)
- Bethany Road (John Muir School)
- Oak Street (Stevenson School)
- Elmwood Street (McKinley School)

DISCUSSION:

A curb extension is a traffic calming measure, primarily used to extend the sidewalk, reducing the crossing distance and allowing pedestrians about to cross and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

The bulb-out is an angled narrowing of the roadway and a widening of the sidewalk. This is often accompanied by an area of enhanced restrictions (such as a "no stopping" or parking prohibitions and the appropriate visual reinforcement). Curb extensions are often used in combination with other traffic calming measures and are frequently sited in order to "guard" pedestrian crossings. The primary use of curb extensions is to improve visibility of pedestrians and reduce their exposure to motor vehicles.

Curb extensions are also used in a number of special circumstances:

- To provide additional horizontal space to allow retrofitting of existing sidewalks with ramps, where the sidewalk would otherwise be too narrow.
- To provide additional visibility and protection for pedestrians (particularly children) when leaving school areas. The curb extension may contain a pedestrian barrier, preventing pedestrians from running across the street.
- In combination with a controlled urban parking scheme, where parking is shielded from oncoming traffic by the extended sidewalk element.
- To slow and calm traffic, particularly fast traffic turning from a major to a minor road.

Sidewalk bulb-outs in Burbank are intended to improve safety of school age pedestrians arriving and departing school. Studies were conducted of walking students and bulb-out locations were identified based on the number and age of school pedestrians. Further, bulb-outs were designated at locations where they would tend to calm traffic but not deter turning movements or cause unnecessary congestion. The locations noted above are on local streets which carry less than 5,000 daily vehicles and where much of the traffic is school oriented.

The sidewalk bulb-outs incorporate several design features to make them safe for pedestrians, but not restrictive for vehicular travel. They are 6 feet wide (2 feet narrower than the parking lane) to insure they will not overly narrow the travel lane. They are located at locations where turning traffic is minimal or in some cases where we wish to discourage turning traffic. The proposed bulb-outs are also located in well lit locations for nighttime visibility. Attachments 1 and 2 show typical bulb-out designs. These designs will facilitate traffic flow while reducing the crossing width for pedestrians.

Reference 1, published by the Pedestrian and Bicycle Information Center, discusses attributes of sidewalk bulb-outs. Reference 2 is a discussion developed by the City of Portland Department of Public Works on sidewalk bulb-outs, and Reference 3 is a discussion by a local architect with Studio 111 in Long Beach. Reference 4 is a study which finds that curb extensions do improve pedestrian safety. These discussion papers illustrate different perspectives on sidewalk bulb-outs.

CONCLUSIONS

Staff plans to install sidewalk bulb-outs at six locations in Burbank beginning in October 2010. The locations were carefully selected with consideration for traffic volume, pedestrian activity, parking demand, visibility, and lighting. Staff considered available recognized design criteria in the design of the facilities.

RECOMMENDATIONS:

Receive and File

ATTACHMENTS/REFERENCES:

Attachment 1: Drawing of McKinley School Bulb out

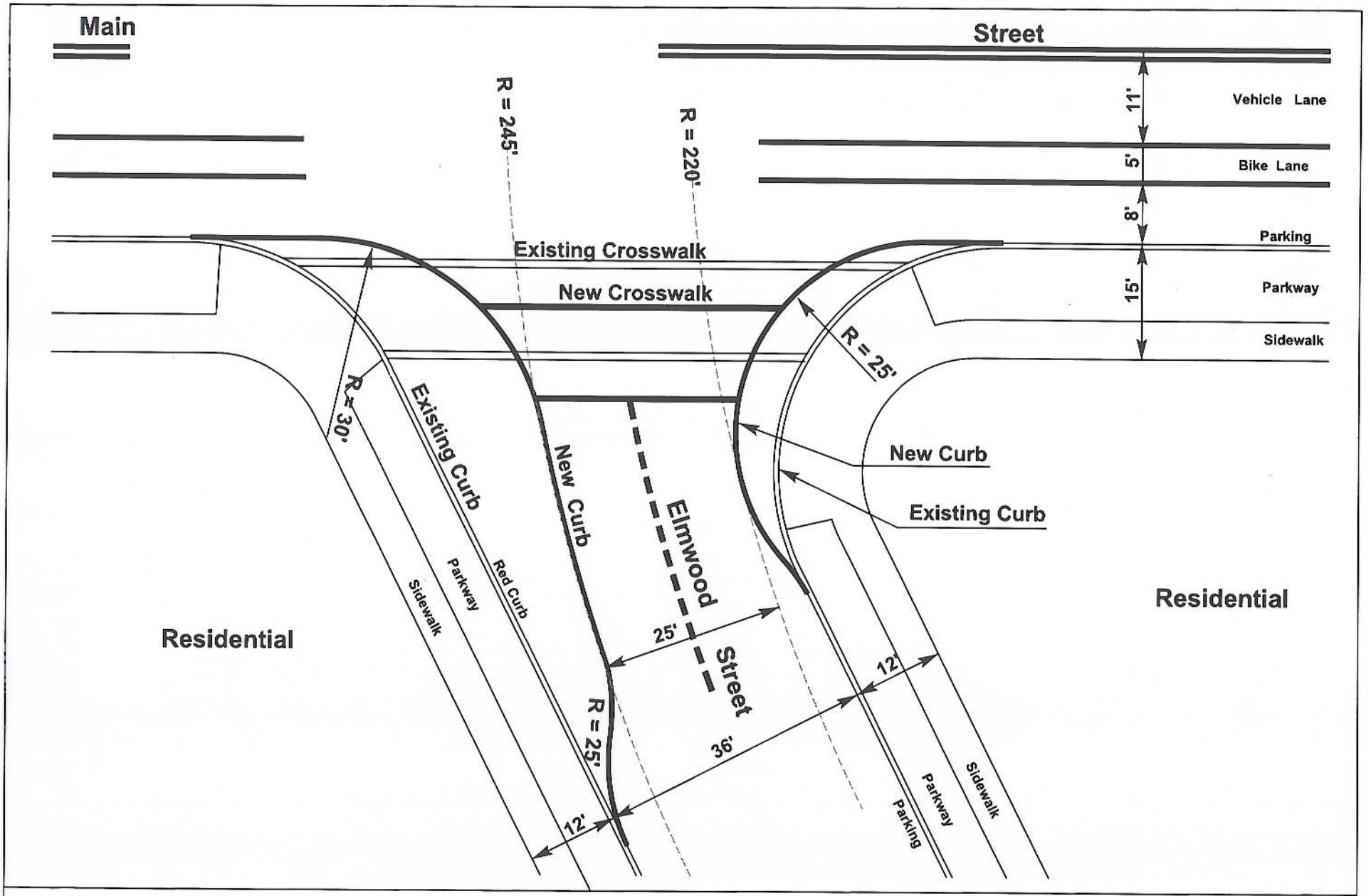
Attachment 2: Drawing of Stevenson School Bulb out

Reference 1: Curb Extensions
http://www.walkinginfo.org/engineering/crossings-enhancements.cfm#curb-extensions

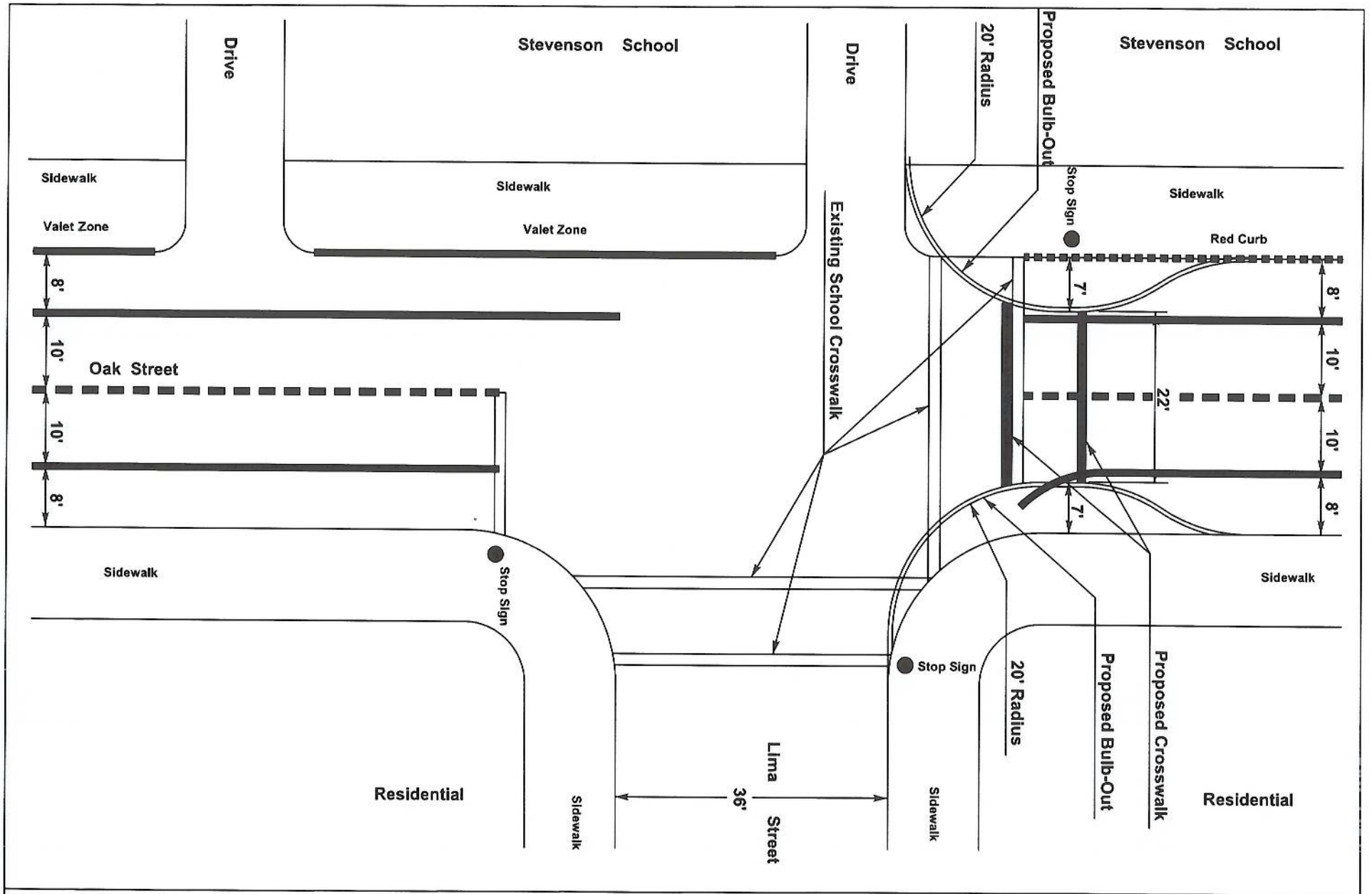
Reference 2: Portland Curb Extensions
http://www.portlandonline.com/transportation/index.cfm?a=83921&c=35929

Reference 3: Pedestrian Amenities
http://www.studio-111.com/articles/10-0615_Planetizen_Road%20Diets.pdf

Reference 4: Pedestrian Safety Impacts of Curb Extensions: A Case Study
http://www.oregon.gov/ODOT/TD/TP_RES/docs/Reports/PedestrainSafetyCurbExt.pdf?ga=t



Proposed Crossing on Elmwood Street



Proposed Bulbouts at Stevenson School